

## BRAZILIANS ARRIVE LATE.

THREE WARSHIPS FROM THE BIG REPUBLIC  
REACH HAMPTON Roads.

THE SPANISH CRUISERS WITH THE CARAVELS  
IN TOW SAIL FOR NEW YORK—ALL  
READY TO BREAK UP THE RUM-  
DEZYON THIS MORNING.

BY TELEGRAPH TO THE TRIBUNE.

Fort Monroe, Va., April 23.—The last night of the rendezvous week finds the international fleet here complete with the exception of three ships—the new Argentine cruiser *Nueve de Julio*, the *Dogali* of the Italian squadron, and the Russian flagship *Dimitri Donskoi*. The Brazilian squadron had been given up for missing until late this afternoon, when word came from Cape Henry that the three warships had been sighted on the entrance to the Chesapeake and would probably reach Hampton Roads before nightfall. The sunset gun on the inner wall of Fort Monroe was almost ready to fire when the Brazilians were sighted steaming in against the tide with a trebleless of horse-power which threatened to prevent their reaching an anchorage till long after dark had fallen. Anticipating the salutes which the Aquidabon, the Brazilian flagship, following Spanish precedent, would fire only on reaching her assigned position, the sea battery of Fort Monroe volunteered a welcome of thirteen guns, and the Philadelphia, raising to the maintop the green and yellow flag of Brazil, followed with thirteen more. Then the sunset gun on the ramparts was fired and the flag of the fort fell, making impossible any further exchange of courtesies from the gun decks. The Blake, the Philadelphia, and all the other flagships dipped their colors and then rehoisted them until the Brazilian squadron should drop anchor and all the flags of the fortress come down at once.

The massive Aquidabon, leading the way in, crept past the Atlanta, San Francisco, Australia, Tartar, and the other ships of the Eastern squadron at a speed of scarcely three knots an hour, and finally, as darkness fell and the electric lights on the masts and upper decks of the fleet began to sparkle in the dusk, cast anchor in the outermost line, in the position which the Infanta Isabel had left this morning to go with her consorts on the tedious task of towing the Columbus caravels toward New-York harbor. The Brazilian flagship was followed at a few hundred yards by the smaller protected cruiser Republica, and in the distance the tiny gunboat Iratembé could just be distinguished bringing up the rear of the squadron. The two latter anchored in positions farther out than the Aquidabon, not caring to come further into the Roads, since they would have to start again on the outward journey. The Aquidabon will fire her salutes to the fort and to the American and other flagships here at 8 o'clock to-morrow, and the round of firing will scarcely be finished before the whole flotilla will weigh anchor and begin its twenty-four hour cruise to New-York.

The Brazilians arrived off the Capes late in the afternoon, and, in a commendable spirit of courtesy, steamed on into the Roads instead of lingering outside and waiting for the fleet here to pick them up to-morrow. The arrival of the ships, though at the last minute of the time set for the rendezvous, has had the effect of暂时ly rounding out the naval spectacle here by bringing up almost to its full complement the quota of foreign ships expected by this government. It has also relieved the Republic of Brazil from the reproach of a seeming carelessness and inattention in fulfilling its engagements, from which the only other South American country contributing to the naval celebration, the Argentine Republic, has not entirely escaped. With her fine new cruiser, the Ninth of July, lying in port in New-York for nearly a week past, there is no apparent reason why the flag of the Argentine should not have been displayed at this rendezvous, and an opportunity given to visitors here to compare one of the newest and most notable additions to the naval strength of the South American republics with the more recent productions of the shipyards of the United States. It has been announced that the Ninth of July could, with her remarkable speed of 22.5 knots an hour, easily run down from New-York in a night in time to join the international fleet here. She is not looked for to-morrow, however, though her presence at the review in New-York is, of course, open to any sort of doubt. The other two foreign ships which have not appeared may or may not join the flotilla in time for the review. The Dogali, when last heard from, over a week ago, had sailed, according to the statement of the Italian officers here, from Pernambuco, and she must be somewhere in this neighborhood now. The arrival of the Russian flagship, the *Dimitri Donskoi*, has been promised at any moment for the last ten days, and no one seems to know just where she is, or why Vice-Admiral Kornikoff has not sailed in to take command of the Russian squadron.

The three Brazilian ships are highly creditable representatives of the naval power of the biggest and richest of the South American republics. The flagship, the Aquidabon, is rated as a battleship and is a heavily armed and massive looking vessel of the general type of the Blake, the Australia and the Reina Regente. Ship-rigged, with high, black hull and white upper decks, short and compact in appearance for her tonnage, she gives a marked effect of power and fighting strength, with a certain impressiveness and stateliness of outline, which, with more modern methods of naval construction, have almost disappeared from the lines of battleships. The Aquidabon was built in 1885, and has flown the flag of the empire as well as of the republic. She is 280 feet long and has a registered tonnage of 4,950, making her the fourth largest ship in the fleet. Her biggest guns are 9.2 inches in calibre, the same as those of the Blake and Australia, which surpass her in displacement by 4,000 and 500 tons respectively. The vessel in the American squadron nearest the Aquidabon in size is the Baltimore, which has a tonnage of 4,600, but in general appearance and armament she is far more of the type of the two English ships and of the Spanish Reina Regente, of which she might almost be taken, except for her shorter and steeper hull for a sister ship. The Aquidabon carries eighteen officers and 540 men—a full officer complement, and the Reina Regente's or even the Kaiserin Auguste's.

The second ship of the Brazilian squadron is, as its name indicates, of more recent date than the ex-*Empress Leopoldina*, having a tonnage of 1,500 tons, of the type of the English Tartar, whose dimensions she almost reproduces, though her armament is a little inferior in weight. She has the same smart and jaunty air as the British cruiser, and looks equally fresh and neat. The little Iratembé is a gun vessel of 800 tons, with about the same qualities as the Tartar, which, and the Blake, form the core of the British squadron, with exactly the same length—162 feet and the same breadth, 30. Both carry 4-inch guns. The Iratembé is also new, this being her first year out of the shipyards.

Except for the tardy and unlooked-for arrival of the Brazilians, the last day of the rendezvous week, the only striking incident of the long stretch from sunrise to dark being the departure about 9 a.m. of the Spanish squadron, with the Columbus caravels in tow on their way to New-York. In a spirit of cautious provision against any delays which might be encountered in towing these three vessels, the British and Fifteen Gunboats seawards through the rough passages of the Atlantic northward from the Capes, the Spanish Admiral decided to take a day's start of the rest of the fleet and, if the sea seemed fairly navigable, to make part of the run to New-York this afternoon and to-night, reaching Cape Charles about noon, and so saving the long east wind which had filled the Roads and the bay inside the Capes with threatening whitecaps, had lashed the ocean into a fury, which would make further progress with the Nina and Pinta, if not with the bigger and steeper Santa Maria, both difficult and laborious. Being assured of fair weather and smoother seas to-morrow by the reports and forecasts sent to the Cape, Admiral Gomes stopped with his squadron when the Capes until late in the afternoon, when the

gale subsided and safe and easy voyaging was assured. In view of the likelihood that, even with this start, the fleet which sails to-morrow morning, will overtake the Spanish cruisers and their tow before Sandy Hook is reached. As on entering the roadstead on Friday, the Spanish squadron departed this morning with the Infanta Isabel in the lead, towing the Pinta, the little protected cruiser Nina, and the formidable Reina Regente, bigger than all the rest of the Spanish fleet together, though not honored with the Admiral's preference, bringing up the rear with the Santa Maria. No demonstrations of any sort were made on the other vessels in the fleet in recognition of the sailing of the Spanish cruisers, and they had silent company from view to view, as though the Hygeia had broken its Sunday morning slumbers.

The non-appearance of Admiral Kornikoff with the Dimitri Donskoi has left the Russian squadron with no commanding officer higher in rank than a captain, and this accident may have the effect of disarranging the plans of precedence in arranging the flags of the vessels formulated by the Admirals for the review, unless the missing flagship is encountered on the way to New-York. With or without the Admiral, the Russians will probably sail out of the Roads to-morrow in the order already announced, which places them next in line to Vice-Admiral Hopkins and the British squadron. The fleet will start from here in two groups, or perhaps in three, led by the Philadelphia. Admiral Gherardi's flagship, Ehdin the Philadelphia, will come the Newark, Atlanta, San Francisco, Bancroft, Bennington and Baltimore under Admiral Bertram, and the Chicago, Yorktown, Charleston, Vesuvius and Concord under Admiral Walker. The British Captain will wait for the Aquidabon. The Dogali will take its own course on the trip around to New-York. In the port column behind the American column will come the Dutch ship Van Speijk and the German cruiser Kaiser Augusta and Seawolf. The starboard column will be made up entirely of foreign vessels. The British squadron of four ships and the two Spanish caravels will be the first placed second. Admiral de Libra will follow with the Arthense, the Jean Bart and the Hussard of the French squadron. Then will come the Italian cruisers Etna and Giovanni Bausan. The three Brazilians will bring up the rear of the starboard column.

On Wednesday, April 26, there will be five ships in line the Roads and fourteen in the other. The Aquidabon will be added to the port column, and the three Spaniards and perhaps one Russian and one Italian to the starboard one.

Secretary Herbert paid a visit to Admiral Hopkins this morning, taking breakfast with him and afterwards inspecting the British cruiser. The Secretary told the Admiral that the Blake was the finest ship of the kind he had ever been on, and expressed his unstinted pleasure at the spick and span condition of everything on board. Later the Secretary came ashore and made a visit to the port, where he was received with a cabin salute. All previous to this, and while the Aquidabon was still in the Roads, the British and the Americans had agreed to make the Aquidabon the signal ship for the review, and the Brazilians had volunteered a welcome of thirteen guns, and the Philadelphia, raising to the maintop the green and yellow flag of Brazil, followed with thirteen more. Then the sunset gun on the ramparts was fired and the flag of the fort fell, making impossible any further exchange of courtesies from the gun decks. The Blake, the Philadelphia, and all the other flagships dipped their colors and then rehoisted them until the Brazilian squadron should drop anchor and all the flags of the fortress come down at once.

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Everything being in readiness, and the signal picture to depict in Hampton Roads, the combined naval fleet will weigh anchor and stand out to sea at a speed of about eight knots, so that they may easily be kept in line formation. The signal "Prepare to get under way" will be made by the flagship Philadelphia with international flags about 9 o'clock this morning. Every vessel of the fleet, except the *Reina Regente*, will be the leader of the two columns, and will be followed by the Aquidabon. The signal "Prepare to get under way" will be made by the Aquidabon when the rear vessel shows her answering pennant the next vessel ahead, and so on in succession until the van hauls down the repeated signal and hoists her answering pennant. The next signal will be "Get under way," and when each ship answers she also fires a gun. Each ship will then weigh anchor, and will show her signal "Ready," and upon the firing of the starting gun the ships will move ahead simultaneously at an eight-knot speed. The entire fleet will maintain the original formation of two columns, and also the intervals between the vessels. In case of fire or broadside the squadrons will separate and go independently.

The scene will simply change from Hampton Roads to New-York Harbor, and here the curtain will rise to-morrow, and will not be rung down for at least two weeks, perhaps longer. That is, the ships will reach the Lower Bay to-morrow, come up the North River, and remain here for probably a couple of weeks. This week will be one of splendor and noise, and it will be a long time, probably, before New-Yorkers will gain near such an uproar as there will be on Thursday, when at least forty war vessels will be in the harbor. The Army officers, who have been neglected by the winsome maidens since the eve of twenty-one girls simultaneous with the close of the review of the fleet by the President.

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